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COMPANY.**

NOTICE TO SHIPPERS.

SHIPPERS ARE NOTIFIED THAT
a new freight schedule will go into
effect on and after December 1, 1901.Information in regard to changes in
rates can be obtained at the office of
the company, corner Fort and Queen
streets, Honolulu.

C. L. WIGHT,

6013

President.

PHOENIX INSURANCE CO
OF HARTFORD.Cash Assets, \$5,523,649.70
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saka St., above King. P. O. Box 561.**M. W. McGhesney & Son****WHOLESALE GROCERS**
AND DEALERS IN
LEATHER & SHOE FINDINGSAgents Honolulu Soap Works Com-
pany, Honolulu and Ternary.**WATERFRONT NEWS**

It is feared that the British sloop of war Condor has been battling with heavy seas since leaving Victoria to such an extent that her journey to Honolulu is being made under trying circumstances. She sailed from Victoria on December 2 for this port, in company with H. M. S. Warspite. Both vessels were caught in the big storm off the British Columbia coast the following Tuesday. This same storm sent many vessels to port disabled and crippled. The Warspite was scheduled to reach Monterey on December 6, but the authorities at Esquimalt had not received advices of her arrival up to December 12. As for the Condor, which was to have parted company with the flagship off the Cape, and to have taken a course for Honolulu, nothing has been heard of her as to whether she weathered the gale. The Miowera did not sight her. No alarm was felt at Vancouver or Victoria over either warship, and it is possible that the Warspite may have gone to Magdalena Bay, the second point at which she was to have called.

High Seas Hit the Miowera.

High seas and a strong southeasterly gale were met by the steamship Miowera between Victoria and Honolulu, which retarded her progress considerably. The first part of the voyage was very rough, moderating as the islands were neared. The Miowera, Frank A. A. Hemming, commander, left Vancouver at 3 p. m., December 13, and Victoria at 11:52 p. m. the same day, arriving off Honolulu at 11:15 Saturday night, where she anchored. She came into port yesterday morning and moored at the United States Quarantine wharf, where she discharged a fair cargo. The Miowera cleared the Straits of San Juan de Fuca at 4:45 a. m., December 14, and experienced light winds until the second day out, when a strong southeasterly gale accompanied by high seas was encountered. This continued until December 19, when the wind lightened and the high seas smoothed considerably. On the evening of the 21st an entertainment was given under the direction of O. Bainbridge, M. A., which proved a success, songs and recitations being delivered by several of the passengers. Mr. Bainbridge dwelling upon some of his many experiences. Among the passengers for Honolulu were Mrs. Victoria Ward and three daughters, who have been traveling in the Dominion for several months, and Miss Tannatt, sister of the local civil engineer. The Miowera carries a full-sized cargo of salmon, codfish and other general merchandise for Australia. Among those on board for Brisbane and Sydney are M. M. Baxter, the well known catalogue publisher, and Mr. Stitt, a family. Miss Fawcett, R. C. Brown, W. R. Waugh, C. H. W. Hardy and wife, Howard Berry, Mr. and Mrs. Stitt, S. W. Peel, M. M. Baxter, Rev. Mr. McArthur, Mr. and Mrs. Juntland, J. Flesher, W. J. Vane, A. H. Pinkus, Mr. Walton, Mr. Bosch, A. Wilkinson, E. Dobson, Mr. and Mrs. L. C. Walton, Thomas Hockley, A. Cameron, W. J. Brooksby, E. J. Palmer, E. Pearson, F. Richards.

Pearl Harbor Barge Launched.

The barge upon which is to be placed the dredger of Clark & Henry, the Pearl Harbor bar contractors, was launched at noon on Saturday. The barge took the water easily, and now lies along side waiting for the machinery, most of which is here. The ship Tobey arrived late in the week with the engines, and now there is little left to be done before the entire preliminary work is accomplished. The barge was made exceptionally strong, being of fourteen-inch stuff, as it will have to bear a great amount of weight, and as well a tremendous strain in the deep sea work. The dredger will be of the clam shell pattern, and there will be some very heavy work in the cutting out of the sand, especially if there is any sea running on the bar. On the Tobey the firm received also a gasoline launch, which is to be used about the work. The launch will be dropped into the water at once, and tested before it is sent around to Pearl Harbor.

The work upon the tug Kaena, which was purchased by the contractors for their use at the bar work, will be completed, it is expected, by Wednesday. As soon as this is done the tug will be sent to Pearl Harbor for the purpose of towing to port a scow secured from the Oahu Plantation Company, for use in the work of pile driving. The scow is not as large as the one launched Saturday, which is seventy feet by thirty-four feet, but has been used for the purpose before. The piles to be driven are those which will mark the channel to be dredged first, and those needed for the construction of a small dock at the old salt works warehouse, at Punaloa. The contractors will have their supplies landed there, such things as gasoline and special tools, which may be needed at any moment.

Kaulani's Foresail Ripped Up.

With her foresail out of the bolts, and after experiencing heavy weather off the Maui coast, Wilder's steamship Kaulani arrived yesterday at noon from Hapaloa, Hawaii. The steamer left Hapaloa at 4:30 p. m., Saturday, and met with fairly good weather until she was rounding the west coast of Maui. While heading off Molokai early yesterday morning, a heavy squall struck the vessel, and in a trice the foresail was a wreck and flapping in ribbons. The crew made haste to save the pieces, and after working hard managed to haul it in and stored it under cover. The Kaulani brought 4,300 sacks of sugar from Hapaloa, the purser reporting 2,200 sacks still awaiting shipment.

The Horda in Trouble Again.

The Norwegian steamer Horda, whose captain married the daughter of Milk Inspector Myhre, of the Honolulu Board of Health, which recently completed repairs at Victoria, is again in trouble, and has returned to Victoria from off the mouth of Columbia river.

the Horda sailed for Portland to load grain for the Philippine Islands. She was endeavoring to negotiate the bar at the mouth of the river when she ran aground, as about nine out of every ten vessels do which attempt to run the gauntlet at the river entrance. The Horda went to Victoria, where a diver of the British Columbia Salvage Company made an examination of her hull to see what repairs, if any, would be necessary. It was feared that her plates had been damaged, but an examination by a diver showed that she had suffered no damage, and she proceeded on her voyage on December 1. The Horda has had rather unlucky experiences on the British Columbia coast. It is not so very long ago that she accidentally discovered a rock in the gulf, which has since been charted and christened after the steamer.

Recent Charters.

At San Francisco, December 6: Ruth, barkentine, 447 tons, returns to Mahukona—chartered by the Charles Nelson Company.

Allen A. schooner, 225 tons, lumber from Gray's Harbor to Hilo—chartered by the S. E. Slade Lumber Company.

Shipping Notes.

The schooner F. S. Redfield sailed for the Sound yesterday.

The Alameda leaves for the Coast tomorrow afternoon at 5 o'clock.

The quarantine service launch is on the Marine Railway, undergoing a general cleaning.

The tug Fearless towed the schooner F. S. Redfield out to sea yesterday. She is bound for the Sound country.

No word has yet been received at the custom house as to the release of goods from the Philippines, now on the free list.

There will be a free dinner at the Sailors' Home on Christmas eve at 6 o'clock. The food will be provided by the friends of the sailors.

On account of the escape of a Chinese steerage passenger from the Alameda last week, the steamer is likely to be subjected to a fine for violating the alien immigration law.

It is reported that the steamer Enterprise, recently purchased by Captain Matson, of the Spreckels Line for service between San Francisco and Hilo, will be fitted with oil-burning apparatus, making the Enterprise the largest vessel on the Pacific to use oil for fuel.

The faster-Island steamer Iwalani arrived yesterday morning from Hama-kua, bringing five packages of sundries and one bag of mail. Purser Sharratt reports fine weather between Hama-kua and Maui, and strong winds and a choppy sea coming home the remainder of the distance. There were no passengers.

GEORGE WASHINGTON'S QUEUE.

It Had a Luxuriant Suit of Straight and Very Dark Hair.

The Father of His Country concealed a luxuriant suit of hair beneath his queue wig. Many now wish the old fashion were in vogue to conceal thinned hair or baldness. Yet no one need have thin hair nor be bald, if he cure the dandruff that causes both. Dandruff cannot be cured by scouring the scalp because it is a germ disease and the germ has to be killed. Newbro's Herpicide kills the dandruff germ—no other hair preparation will. "Destroy the cause, you remove the effect." There's no cure for dandruff but to kill the germ.

A row in the Austrian Reichsrath led to blows. Rival parties called each other swindlers, thieves and fools. The astonishing scene was brought to a close by a voice loudly quoting from Goethe's "Götz von Berlichingen," which caused such surprise that the tumult ceased.

Wilder's Steamship Company.**NOTICE—CHANGE IN SAILING.**

STEAMER KINAU WILL SAIL from Hilo on Thursday December 19, and Thursday, December 26, at 5 p. m., instead of on Fridays at 10 a. m., as usual; will sail from Honolulu on Monday, December 23, and Monday, December 30, at 12 m., instead of on Tuesdays, as usual.

Steamer Claudine will sail from Kaula on Friday, December 20, at 5 p. m., and on Friday, December 27, at 5 p. m., instead of on Saturdays, as usual; will sail from Honolulu on Monday, December 23, and Monday, December 30, at 5 p. m., instead of on Tuesdays, as usual.

Steamer Lehu will sail from Honolulu on Thursday, December 26, and on Thursday, January 2, at 5 p. m., instead of on Wednesdays, as usual.

After these dates regular schedule will be resumed. 6027

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Interding Cabin and Steerage Passengers

from the port of Honolulu are hereby informed that until further notice the undersigned will not book passengers on the steamers for which they are Agents unless said passengers report at their office at least nine (9) days previous to the scheduled date of sailing. Further information may be had upon application at the offices of

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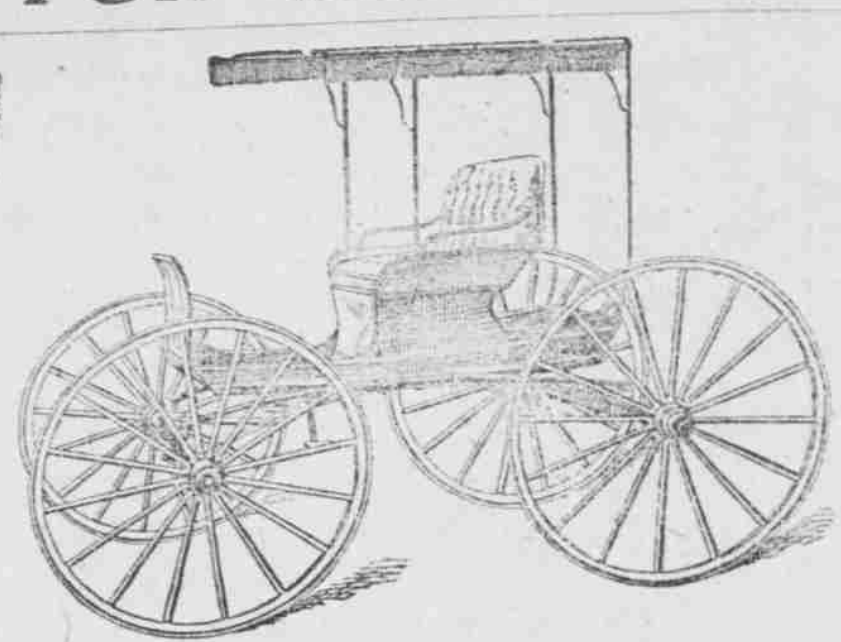
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